REMARKS

Claims 9-18 remain pending in the present application. Applicants note with appreciation the indication that claims 10-14 include allowable subject matter.

Claim 9 and 15-18 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Millereau in view of Suman. Claim 15 is also rejected as unpatentable over Reuter in view of Millereau and Suman. Apparently the Examiner accepts that there are basic differences between the claimed invention and the Millereau reference, because the Examiner states that Millereau fails to disclose having a frequency pulse transmitted over a power supply line. However, the Examiner cites Suman et al. for this feature.

Suman et al (col. 57, lines 59 to 67 and col., 58, lines 1 to 15) show with reference to Fig. 3 a device (24 to 58) connected to a vehicle communication network. The device consists in several components, in particular in a microcomputer 26 and a pager 34, which are connected via a bus. When the vehicle ignition is turned off, the transceivers of the telecommunication devices are shut down (col. 57, lines 38 to 40). The microprocessor 26 of the device monitors the input received from the vehicle bus interface and switches the power supply of the pager on when a wake-up message is received by the microprocessor (see col. 58, lines 11 to 19). The teaching of Suman et al is that specific components of a device are switched off by switching off the power supply whereas other component are still active to receive messages from the bus. If wake up message is received, the power supply is re-established.

So, Suman et al. do not show a bus manager reactivating the device via a frequency pulse transmitted over a power supply line as required by claim 9 and 16. In contrast to that, Suman et al show a device having a microprocessor for switching on several components when a specific message is received,

Combining Suman et al and Millereau the person skilled in the art would be motivated to establish a system in which the basic wake-up signal is received via a data bus, following by switching on specific components of the device.

In order to make the differences clearer, Applicants have amended claims 9 and 16 to recite that the bus manager is connected to the device via the vehicle communication network, and that the device in a switched off state has also switched off the capability to receive data sent over data lines (see specification, page 5, last paragraph).

With respect to claim 15, Reuter discloses a sequence analyzer for polyphase power systems which has nothing to do with vehicle communication systems. Reuter shows a

analyzer circuit connected to the power supply line. This analyzer however is used as a sensor for providing data of the nature of a three phase power system (see col. 1, lines 16 to 21, col. 2, lines 57 to 59). A person skilled in the art would not take into account solution in this field when thinking about improvements in communication technology. Even if he takes it into account the only teaching is to use an analyzer with a threshold circuit for analyzing signals. Such a teaching does not add any value to the combination of Millereau and Suman. A person who combines these three references would come to a system in which the basic wake-up signal is received via a data bus, following by switching on specific components of the device, whereas the switching-on is determined by an analyzer circuit. The main difference in comparison with the claimed invention still exists.

In order to make the differences clearer, Applicants have amended claim 15 to recite that the device is connected to a communication network (data lines) receiving data, and that the device in a switched off state has also switched off the capability to receive data sent over data lines.

It is respectfully submitted that the subject matter of the present application is new, non-obvious, and useful. Prompt consideration and allowance of the application are respectfully requested.

Respectfully submitted,

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